

FOR "THE TIMES" READERS ONLY.

This one-half-page announcement will save you more than the price of a year's subscription to "The Times." The offerings are for "Times" readers only. The regular prices are to remain marked on all goods. Cut out the squares containing mention of your needs and present them at the Palais Royal Tomorrow. The special prices are good for tomorrow only from 8 a. m. to 6 p. m.

98c Waists, 79c Any and all Shirt Waists marked 98c are to be 79c for choice tomorrow only.	18c Fans, 9c Pick out any one of the Japanese Fans ticketed 18c—yours tomorrow for only 9c.	\$1.50 Hats, 39c Fancy Braid Trimmed Sailors, white rough braid hats, and all 50c to \$1.50 hats.	59c Spoons, 36c Rogers Tea spoons sold here at 59c for set of six. 36c for tomorrow only.	\$1 Belts, 49c The Leather and Silk Belts, the season's best, 75c to \$1 qualities at only 49c.	12c Hdk's., 10c Any 12c Handkerchief in stock, at 10c. Regular patrons will appreciate this offer.	16c Frames, 9c These Cabinet Size Photo Frames of dull gold with brass corners have sold in thousands—at 16c.	\$3.75 Trunks, \$2.49 As good a Trunk as the average man or woman requires. Good looking and good wearing.	50c Garments, 30c The well-known Ventilating Corsets and French Cambric Corset Covers. All sizes.	25c Combs, 7c All the new shapes in Hair Combs. They look like expensive real shell ornaments.	25c Stationery, 7c Think of only 7c pound for Best Writing Paper—about 100 sheets for 7c. Not at wholesale.	\$2.49 Freezers, \$1.98 The famous "Lightning" Ice Cream Freezer, 4-quart size. Basement floor.
98c Wrappers, 59c The braid trimmed Lawn, Dimity, and Percale Wrappers you have seen here at 98c—for 59c.	30c Books, 6c Best titles. Fair paper, good print, cloth bound. 5 for 25c. Not more than 5 to each purchaser.	50c Flowers, 5c All are not worth 50c. Those you have seen here at 19c to 50c are to be 5c for choice.	98c Knives, 56c The Sterling Plate Dinner Knives. Only 56c for six. 98c is the regular price here.	50c Gloves, 39c The favorite Summer Glove, known as Suede Lisle. Black, Modes, Tans, Greys.	25c Ties, 19c The Palais Royal's 25c Summer Neckwear is noted for superiority in styles, quality, and variety.	\$2 Sabres, 39c Relics of the Franco-German war—the sabres used during that awful conflict.	98c Bags, 69c The Palais Royal specialty—these Club Bags at 98c. They look worth three times the price. Basement floor.	\$2 Skirts, \$1.26 The summer girl's ideal Petticoat of flimsy cambric, with three rows lace inserting on umbrella flounce.	75c Vests, 39c Pure Silk and Imported Lisle Vests, elaborately trimmed in laces. Black, white, and all shades.	\$1 Dresses, 69c Wash Dresses, in sizes 4 to 14 years, at 69c instead of \$1.	75c Hammocks, 39c The superior Macrama Knotted Cord Hammocks. Unusually strong. Fourth floor.
\$1.50 Skirts, 79c Pique Dress Skirts, with cut flounce. Plain and braid trimmed. All lengths.	25c Jewelry, 7c You have and will see this jewelry here at 10c—but it's none the less 25c quality.	\$3 Umbrellas, \$1.77 Ladies' Colored Silk Sun-umbrellas and Men's Tight-rolling Silk Umbrellas. Superior handles.	Refrigerators, \$1.69 The famous \$2.48 "Nursery" Refrigerator. Sometimes cut in price to \$1.98. When before at \$1.69 (Basement.)	59c Gowns, 39c These Palais Royal 59c Night Gowns are known to a great army of patrons.	\$1 Hose, 49c Ladies' Black Lace and French Novelty Stockings, lisle and silk. Lord & Taylor's stock.	\$6 Go-Carts, \$3.98 The new Anglo-American Go-Cart of 1901. Tomorrow's price will be an agreeable surprise.	5c Cushions, 3c The Japanese Woven Straw Seats for porch use. 3c tomorrow, but not at wholesale.	12c Towels, 9c The standard 12c Towels at 9c. Limited quantity to each purchaser.	\$1.25 Stoves, 50c Gas Stoves, with two burners, creating double row of flame. 50c tomorrow—but not at wholesale.	\$2.25 Suits, \$1.77 Ladies' Bathing Suits of moiré hair and flannel, braid trimmed; all sizes.	50c Windsors, 25c The Persian Silk Windsor Ties, so much used for hat trimming. In Neckwear Dept.

The Palais Royal, (A. Lisner G and 11th Streets.

RECENT RAILWAY BUILDING

Record of a Half-Year 2,000 Miles of New Track.

Comparison With the Great Construction Days in the '80's—No More Long Competing Lines—Effect of Larger Mileage on Earnings

Estimates of railroad construction in the first half of the current year, published in the last issue of the "Railroad Gazette," place the amount as nearly 2,000 miles, indicating perhaps the building of between 4,500 and 5,000 miles in the twelve months. The mileage reported for the half year to June 20 compares with 2,100 miles built in the same period of 1900, so that the activity in railroad building which was looked for has not yet materialized in completed track. As compared with the 13,000 miles which were built in 1887, for instance, the year of greatest activity in building new mileage in the United States, the 2,000 miles added to the railroad systems of this country in the last six months appears small enough. Fifteen years ago the railroad mileage of the United States was 150,000 miles, and 13,000 miles was 9 per cent of the mileage, whereas 5,000 miles now, if built this year, would be only about 2 1/2 per cent of the 150,000 miles now operated.

So far, then, the present period of prosperity remains notable, because it has not been marked by the activity in building new railroads that has been a leading feature of every previous period in the history of this country. In 1865, following the return to industrial pursuits of the thousands engaged in the civil war; in 1873, when the boom incident to resumption of gold payments began, and again in 1893, agricultural and trade activity was followed promptly by great waves of railroad construction. In the ten years beginning with 1880 over 73,000 miles were built in this country, at a cost of \$3,200,000,000, or \$43 per mile, and the total investment of over \$2,500,000,000, while the amount of securities issued, taken at face value, was, of course, heavily in excess of this amount.

Most of this railroad building was of long lines by great companies in the West and Southwest, with Iowa, Kansas, Texas, and neighboring States as the theatre of greatest activity. The Atchafalaya, the Missouri Pacific, the Burlington, the St. Paul, the Northwestern, the Union Pacific, and other companies were chiefly concerned in this activity and the effect on the history of these companies is well enough known. It is only within a year or two, hardly before 1898, that this activity in building new railroads ceased to be a burden on the companies concerned. Just as in the last boom period of railroad construction, but instead of including long parallel lines it consisted of relatively short lines, intended as local feeders of each system. The projection of long through routes has almost ceased. The Kansas City Southern was almost the last of these long lines, which were based generally on the idea of dividing traffic. The Rock Island Railroad, which has opened a new through route to the South, has been forced rather by a consolidation of

existing lines than by new construction. The only long lines of importance now building in this country are in the Southwest and have the securing of a connection with Mexico as their object. These are the extensions of the Rock Island, the El Paso, and the St. Louis and San Francisco in Texas. The latter has built about seventy miles on a separate line through Oklahoma, which undertakes to hold newly developed territory, and to carry more traffic than the older connection, though this line was a perfectly legitimate one.

Exactly at the present time, as once before, in the railway construction boom, holds first place among the States, in the amount of new railroad added, but the total miles built is 245, as compared with the thousands of miles recorded in the late eighties and early in the nineties. Outside of the new railroad lines in Texas and Oklahoma, where the activity is due to plans to connect new through lines, and to anticipative building, to hold the prospective traffic of new country, the receipts to provide for new through lines, and to improve their routes between important cities. The Northwestern and the St. Paul have been active in parts of Iowa and southern Minnesota. In competitive building, but where such work amounts only to a few hundred miles a year, and is divided among numerous branches, little significance need be attached to it.

Ernest and other companies are undertaking a work that is relatively new to them on the scale now planned. Thus the new extension of the Union Pacific and the Rock Island is available, not only for construction to secure new traffic, but in each case is to provide funds also for extensions which will shorten their routes between great cities. Both companies propose extensive cut-offs, involving the building of fifty or more miles of new line to cut short the distance by their lines between Chicago and Kansas City. The Southern Pacific proposes a good deal of work of a similar nature, like the new line west of Ogden, across Salt Lake. All this is practically a new development in the policies of the Western railroads, and follows the great growth of traffic movement over their lines.

TO SAVE WESTERN RUINS.

Congress Will Preserve Cliff Dwellers' Homes in Colorado.

Mesa Verde to Be Set Aside as a National Park and Commercial Exploitation of the Handiwork of the Ancients Will Be Prevented.

Action by Congress in the closing days of the session which ended March 4 last renders certain the preservation of the most interesting cliff ruins in this country, and their protection from further spoliation. The region known as the Mesa Verde, in Colorado, in which there are hundreds of ruins, is to be set aside as a public park, and steps are to be taken to put a stop to the commercial exploitation of the works of the ancient cliff dwellers.

Discovered some twenty-five years ago, the ruins on the Mesa Verde and in the Mancos Canyon, which cuts through the heart of the Colorado plateau, reveal a long time undisturbed and almost unvisited, owing to the inaccessibility of the place. Within the past ten years, however, ranchmen living in the vicinity found that specimens from the ruins had commercial value, and active work began in the stripping of the remains of everything which could be carried off. Under the act of Congress this destruction will soon cease. The Mesa Verde is an elevated tableland of the type which characterizes southwestern Colorado and northern New Mexico and Arizona. It is irregular in form, comprising about 70 square miles, approximately flat on top, but cut into innumerable canyons and gorges by the Mancos River and its tributaries. The Mancos Canyon is about thirty miles long and from 1,000 to 2,000 feet in depth, the narrow, irregular river bottom being bounded by long, steep slopes of debris, which merge into a succession of steps and slopes culminating above in a series of lofty cliffs. Traces of the old cliff dwellers are to be found throughout the region, along the bottom, in the cliffs and on the high tablelands. Taken altogether, there is no region which surpasses the Mesa Verde country in its archaeological interest, or which is better worth preservation than any other.

Practically all the more important types of ancient dwellings are represented in the remains found in the Mesa Verde region, and in addition there are others which reach a development there not attained elsewhere. Even the large valley settlements, comprising several hundred rooms, and located without reference to defence, the highest type of the ancient builders' architecture, are found here and there in favorable sites on the canyon bottom.

These valley settlements merge almost insensibly into the cliff dwellings proper through another type which might be termed cliff villages, a type which appears to have reached its highest development in the Mesa Verde region. One of the most imposing of these cliff villages, discovered in comparatively recent times, is a ruin which has been called the "Cliff Palace," found in the upper part of Cliff Canyon, one of the principal gorges which join the Mancos Canyon from the north. The ruins are situated on a high, overhanging cliff about eighty feet high and about the same in depth. Some of the rooms were some oval in shape, but most of them were rectangular, and in places the structure was at least three stories high. Access to the settlement

could be had only from above, by the aid of a series of steps cut into the face of the cliff. Eight miles above the mouth of the Mancos there are the ruins of another large cliff village. In this case the houses occupied two narrow ledges in the cliffs, one about thirty feet above the other and at least 50 feet above the canyon bottom. These cliff villages always contained one or more circular rooms, the use of which was doubtless religious, for similar structures are found in the valley ruins and in some of the inhabited pueblos, where they are known as kivas. In them are performed many of the sacred ceremonies of the tribe. Besides the cliff villages, however, there are hundreds of cliff dwellings in the Mancos Canyon and its branches, ranging in size from single rooms up to groups of considerable importance, in which no circular rooms are found. Many of them are on sites so inaccessible that it seems incredible that human beings should select such places for homes.

A type closely related to the cliff dwellings is the cave dwelling, fine examples of which are found in the Mancos Canyon and in other parts of the region. These curious habitations are hollowed out of the cliffs by digging away the soft shale rock and then walling up the openings with the same material. The openings are usually small, and the interior is a picture of the most primitive and uncomfortable. The cave dwellers were constructed by a race of pygmies, for neither the outer apertures nor the openings between the rooms are large enough to permit a person of ordinary stature to pass through.

On the brink of the cliff above these cave dwellings is the ruin of a circular tower. These towers are found throughout the Mesa Verde country; in fact, there is hardly a ledge without the remains of one or more of them. Wherever else do they attain the same development. In size they range from a few feet in diameter to forty or more, with walls one to two feet in thickness still standing. In some cases a hollowed out room is built within the tower, and the interior is a picture of the most primitive and uncomfortable. The towers are usually connected with other structures, usually groups of rectangular rooms, and the finest examples of the circular walls are double and even triple, the spaces between them being divided by great devices by which the towers are lighter construction. The masonry is of the highest type, the stones being dressed with a stone implement and laid neatly in mud mortar.

The towers suggested that the circular towers were in some way connected with the peculiar rites of serpent worship, and perhaps were the centres of the ceremonies in the sacred ceremonies. In the Moki villages, to the south, where the snake dance is a biennial rite, all that part of the ceremony which precedes the public exhibition takes place in the enclosure, and the houses are now in ruins. The ruins of the towers are in the Mesa Verde country, as seems likely, it is probable that they were performed in the circular towers.

Throughout the whole of the Mesa Verde region, in favorable localities, there are dozens of petroglyphs, both pecked into the rock and painted upon it. That many of these were executed by the people who lived in the houses now in ruins there can be no doubt. The figures are engraved or cut into the face of the rock, and consist of a great variety of men, birds and beasts, a general movement to the right being shown. The figures appear to be of the same period as the cliff dwellings, and are situated on either side as if to keep the procession in order. Doubtless the artist of long ago, who lived in the houses now in ruins, sought to represent some event of the highest importance to his tribe, perhaps a migration or a victory over some other people.—Scientific American.

Suez Canal Tolls Settled.
The matter affecting the payment of tolls for the passage of the collier Brutus through the Suez Canal has been adjusted and the boat has been allowed to proceed. A cablegram from Port Said making this announcement was received at the Navy Department yesterday.

A Torpedo Boat's Trial.
The trial of the torpedo boat Biddle, for the purpose of standardizing the screws, will take place on Tuesday at Booth Bay, Me. The boat is being constructed at the Bath Iron Works.

ARMY ORDERS.

The following officers of the Corps of Engineers have been ordered to recruiting duty:

First Lieut. Thomas H. Jackson, to Portland, Me.; First Lieut. Clark S. Smith, to Detroit, Mich.; Second Lieut. Henry C. Jewell, to Buffalo, N. Y.; Capt. William C. Brown, First Cavalry, has been ordered to join his troop at Fort Washakie, Wyo.

Major William H. Baldwin, Sixth Cavalry, now at San Francisco, has been ordered to Fort Leavenworth, Kan. Capt. Arthur M. Edwards, commissary, in addition to present duties has been ordered to commissary duty at the camps at the Presidio, San Francisco, for the provisional battalion of recruits, and for camps established there for returning volunteers, to relieve Major Carroll Mercer, commissary of subsistence, U. S. V.

Major Samuel T. Armstrong, surgeon, U. S. V., and Capt. Charles E. McDonald, assistant surgeon, U. S. V., have tendered their resignations, and are honorably discharged, to take effect June 30.

Contract Surgeon George H. Calkins has been ordered from Tonawanda, N. Y., to Fort Meade.

Leave of absence with permission to go beyond seas has been granted to Major Edward J. McClelland, assistant adjutant general.

Lieut. George E. Ball, Twenty-ninth Infantry, has been transferred to the Twenty-first Infantry.

Recent orders affecting Capt. Frank A. Grant, quartermaster, have been revoked, and he will proceed as quartermaster and assistant commissary on the McClelland to Manila for duty in the Philippines.

Capt. Carroll A. Devo, quartermaster, has been ordered to leave his business pertaining to his duties as general superintendent of the transport service in New York City, and after July 1 will assume charge of repairs of transports.

Capt. Charles B. Wheeler, ordnance department, has been ordered to the water-vulcan Arsenal, N. Y., on business pertaining to the manufacture of ordnance material.

Major Frederick G. Hodgson, quartermaster, has been ordered to Boston for temporary duty pertaining to business of the quartermaster's department.

Col. Amos S. Kimball, assistant quartermaster general, in addition to present duties, has been ordered to assume charge of the transport service in New York City after July 1.

Capt. William C. R. Conzheim, quartermaster, now at Wilmington, Del., has been ordered to St. Louis to relieve Capt. John Baxter, Jr., quartermaster, who is ordered to Nagasaki, Japan, on the Logan to relieve Major John McLe, Hyde, quartermaster. Major Hyde is ordered to Manila for duty in the Philippines.

Major Charles Shaler, Ordnance Department, now at Indianapolis, has been ordered to make one visit each month to the New Tool Works, Hamilton, Ohio, and four visits each month during July, August, and September to the Rock Island Ordnance Company's plant at Columbus for the inspection of materials in process of manufacture for the Ordnance Department.

OFFICIALS GOING TO MANILA.

Expect to Sail on the Transport Mc-Clelland on July 10.

The Congressional party which had planned to sail for Manila on the Ingalia, which recently met with an accident in dry dock in New York, have been booked to leave on the transport McClelland, which sails from New York on July 10. She will go by way of the Suez route. The party will be Senator Bacon of Georgia, Representatives Gaines of Tennessee, De Armond of Missouri, Driscoll of New York, Smith of Illinois, Weeks of Michigan, Green and Jack of Pennsylvania, Gen. J. C. Breckinridge, Inspector General of the Army, Col. H. K. Bailey, and Lieut. Col. D. J. Craggie, of the Eighth Infantry. Representative Burleson of Texas, who had intended to be a member of the party, will not be able to make the trip. Representative Morner of Nebraska, who was also contemplating going to the Philippines, now fears that he will not be able to leave, owing to the illness of Mrs. Morner.

Navy Orders.
Commander J. B. Murdock, commissioned commander from June 16, 1901; Lieutenant Commander J. L. Gow, commissioned lieutenant commander from July 1, 1901; Lieutenant Commander J. R. Smith, retired, died at Birmingham, N. Y., June 27.

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Screen Specials!

June has so far exceeded our most sanguine expectations as a business month. We have been particularly busy in Screens—giving you the best values it was ever our pleasure to offer. These three great specials speak for themselves.

Window Screens, 15c.
Screen Doors, 65c.
Fancy Screen Doors, \$1.

Set of Screen Frames, ready to put together, 20c. Screens made to order. Estimates submitted.

Economical Oil and Gas Cookers.

Monarch Wickless Blue Flame Oil Stoves—burn the ordinary kerosene oil—clean, odorless, and absolutely safe. Was \$7—now, only \$5.75

2-burner Gas Stoves—special..... \$1.25
Splendid 2-burner Gas Cookers, with oven—the most popular stove of the season. Only..... \$4.75

Watering Hose.

A liberal sprinkling of the premises morning or evening will make the house cool and pleasant.
35 feet Watering Hose, \$1.60
Hose called for and repaired, 25c.

Make Ice Cream at Home.

Costs less, and you know it is pure:
3-qt. Arctic Ice Cream \$1.50
Freezers.....
3-qt. White Mountain \$2.25
Ice Cream Freezers.....

Eight Items That Every Housekeeper Needs in Summer.

Lemon Squeezers.....15c
Wire Dish Covers.....15c
Ice Cream Dishers.....15c
Preserving Kettles.....20c

Cherry Seeders.....40c
Jelly Bags.....45c
Ideal Food Choppers.....\$1.00
Fruit and Jelly Presses.....\$1.50

BARBER & ROSS, 11th & G Sts.